





nor of Santiago, Mrs. Wood and their two children. General Wood was escorted to steam launch and conveyed to the *New York*, where he had a conference with Admiral Sampson. Later General Wood talked about Cuban affairs. He said:

"Everything is quiet in Santiago province. Every man who is entitled to receive the United States bounty is being paid and he is glad to get it. Of course, there are a few agitators, men who want to control, whose ambitions have not been gratified, but they do not amount to anything."

"The condition of the island is improving daily. The houses are being rebuilt and a large number of the people are at work in the fields. Prior to my departure," said the general, "I made a visit to every town of any size in the province and did not receive one application for assistance. The inhabitants are anxious to have their schools rebuilt and they seem anxious that the younger element should go to school."

"The troops are healthy. There has been no yellow fever since last November and the death rate is about as low as it is in any good-sized town here. We are making good headway in the sanitary arrangements and the people are beginning to appreciate the changes."

General Wood said there was no feeling in Cuba about the disposal of the revenue. General Wood left for New York and Washington this afternoon. He expects to return here for the Harvard commencement, when, it is understood, he will receive a degree from the university. He expects to go back to Cuba about July 1.

#### Disturbances in the West Indies.

KINGSTON, JAMAICA, June 19th. Advice received here from Antigua, British West Indies, says there has been a recurrence at Montserrat, Leeward Islands, of serious riots over old excise duty collections. The people have been openly rebelling against the police abuse of the domiciliary search law. The police were overcome and the island was, for a time, in the hands of the mob. The chief government officials were confined in their houses until the arrival of the British cruiser *Talbot*. After a sharp conflict between a detachment of marines and the rioters, the rioters were arrested.

There has also been a continuation of troubles in the French island of Guadeloupe, where 27 more or less disastrous incendiary fires have occurred on plantations, since the burning of Point Pitre, each preceded by an anonymous threat to the governor, protesting against the continuation of the protection of immigrant labour on plantations by military.

#### A During Hold-up.

PHILADELPHIA, PA., June 19th. A gang of masked robbers, probably ten in number, early to-day raided the receiving office of the Fairmount Park Transportation Co. at Belmont, in Fairmount park, and after holding up the receiver and five other employees of the railway, blew open the safe and secured \$4,000 of the receipts for two days. The entire city detective force is on the case, but the crooks-men left no clue.

#### Across the Atlantic in a Sloop.

GLoucester, MASS., June 18th. Howard Blackburn, of this city, set sail at 1 p.m. in his little sloop-rigger *four-ton boat*, the *Great Western*, to cross the Atlantic. Blackburn followed a seafaring life in Gloucester fishing vessels for many years and in Jan. 1883 was cast away in his dory on the Grand Banks with one companion for five days without food or water.

His companion died, but Blackburn was rescued, although he lost his fingers and toes and was otherwise crippled as the result of his terrible experience.

The *Great Western* stocked with provisions for ninety days, and Gloucester, England, is where he expects to land first.

ATLANTIC CITY, N. J., June 18th. Captain W. A. Andrews left this city this afternoon in a little craft named the *Dove* to cross the Atlantic ocean. He headed direct for the Azores islands, where he expects to stop for a few days to re-provision. This makes the fifth attempt of the captain to cross the ocean in similar small craft, three of which attempts he claims were successful. The boat he is using this time is twelve feet long, five feet wide and twelve inches deep. It has been painted black for the purpose, the captain says, of not attracting the attention of whales and sharks as he claims to have had trouble with these monsters during his former trips.

#### Emperor Joseph II.

VIENNA, June 20th. The illness of Emperor Francis Joseph is causing alarm. The emperor is confined to his bed at Ischia, suffering from a relapse from cold. He is reported to be no better. Thousands of telegrams have been received enquiring as to his condition.

#### Dawson Gold.

VANCOUVER, June 19th. There were fifty Dawson passengers on board and one hundred and fifty thousand dollars worth of gold dust. Four men who went over the Edmonton trail have arrived. They say some members of the lost New York party have been found.

#### Edison On A New Scheme.

CHICAGO, June 18th. A special to *The Record* from McAdoo, Tenn., says: "The visit of Thomas A. Edison to the coal mines in this vicinity during the last two days has been the subject of much speculation. It is generally learned to-day that a new process for producing marketable fuel has engaged the inventor's attention, and it will be launched not only to compete with the products of the Pennsylvania coal field, but with that of China, which has found ready sale on the Pacific coast. The primary purpose of the scheme is to meet the demands of California, which is actively increasing iron trade has made particularly pressing. For several days, R. H. Norton, former inspector of mines in Washington, has been here, also, and has been in consultation with Edison."

The quality of the California coal approaches bituminous. "It is the opinion of Mr. Norton that made into briquettes by a new electrical process, it will be just as combustible as any other, and he has engaged a large number of expert coal miners and has chartered a car to send them to California. It is believed Mr. Edison will devise a scheme to make it possible to use the refuse of hard coal, heretofore considered absolutely useless."

#### LET 'EM ALL COME.

It may be of interest to know that the identical expression "Let 'em all come" occurs in the last chapter of Lockyer's "Pseudonyms." "I am John Armstrong, Amory, Abington, Polly, Let 'em all come, and by what they can do against a British sailor." It is said that there is nothing new under the sun, and that certainly seems to be the case of the present expression should be given to this great author.

## DROWNING FATALITY AT SHANGHAI.

### AN OPEN VERDICT.

Yesterday afternoon, say the *China Gazette* of 19th inst. Mr. S. A. Bourne, acting as Coroner, with a jury composed of Mr. R. M. Campbell, C. A. Pullan and W. J. N. Dyer (the first named as foreman) held an enquiry into the circumstances attending the death of William Charles Percival Spong, whose body was found by the river police on the previous day near the Ewo jetties.

Dr. Cooper stated he had examined the body of the deceased, and saw no marks of violence on it. From its appearance he would say it had been in the water between 50 and 60 hours. Mr. John Allison stated that on Tuesday morning last, at about eight o'clock, he saw the deceased, who was then all right and in good spirits. He boarded with Mrs. Roberts in the Minhoing Road, and was a person of temperate habits. From his own knowledge he could say that the deceased was not a person who was likely to commit suicide.

Mr. C. J. Pirie said he saw the deceased on Tuesday morning, and he appeared at that time to be in good health. Spong was boarding in the same house with him, and there was nothing in the manner of the deceased to lead any one to believe he would take his own life. Inspector Mollowney of the Water Police deposed as to the finding of the body and stated that there were a pair of cuff links upon the shirt which bore monograms of the deceased's initials.

Sergeant Burke stated that he recognised the body of the deceased as that of William Charles Percival Spong. Witness stated that he had a knowledge of the habits of the deceased, and never heard of the deceased attempting to commit suicide or ever heard him mention anything which would lead him to think that the deceased contemplated self-destruction. The Coroner having summed up, the jury returned an open verdict of found drowned.

## MINING PIONEERS BETWEEN INDIA AND CHINA.

A light with the Boers may dim on for years, and during that time the British may be unable to maintain "the open door" in China, unless they promptly take preliminary steps towards opening a back-door for themselves, by connecting the extreme N.E. corner of India with the navigable portion of the Yangtze. The railways between British Burma and China will not check aggression from the north, if the British are vigorously at war with the Boers. It is a fair to think which never hibernates like "Burr's Bank" "he lie low," and when opportunity arises, Mr. Bear is "all there." Should the Boers afford the opportunity, it is not unlikely that, in any two years from date, the Russians will try to oust Britain from the Yangtze Valley, by advancing south along the so-called "Belgian" railway from Peking to Hankow.

The time has come for Britain, through strongly guarded parties of mining pioneers, to ascertain whether it would pay, commercially, to open up a fairly direct strategic line of communication between about 400 miles long, at or about latitude 28, between the navigable river Brahmaputra in India and the navigable junction of the rivers Min and Yangtze.

This unexplored, mountainous strip is said to contain gold, iron and coal; but the semi-independent natives will not permit even the Chinese to mine. Through it run south the other great rivers—the Salween, Meinam and the two western head-waters of the Yangtze. All four are said to be unnavigable, but the British Burma railways.

Mining pioneers would have to be guarded, on the Indian side by British troops, and on the China side by detachments from British gunboats. China should be amenable to the temporary use of forces used to establish a route by which she can be saved from partition. Great interests are at stake: a stitch in time saves nine. Britishers in China should promptly try to stir up the home government to make the preliminary mining explorations. If these show that a direct strategic route would pay commercially, Britishers may be secured in the future. But if Russia be allowed to dominate this route, then the Yangtze Valley lies at her mercy.—*China Gazette*.

## THE SUICIDE OF DR. RAIT.

SINGAPORE, July 12th. The inquest into the death of the late Dr. Rait was held this afternoon before Dr. Mugliston, Coroner. Dr. Fry, House Surgeon, gave evidence as to the cause of death, an incised wound on the thigh which severed the femoral artery. Death was due to hemorrhage. Dr. Lusk, who visited Dr. Rait at eleven o'clock in the morning, stated that the deceased told him he had not slept well for several nights. Witness considered that he was of unsound mind when he inflicted the wound. The "boy" gave evidence that the deceased sent him to the "other room to obtain a newspaper. He had then a letter in his hand. When he returned with a letter about noon he found his master on the floor, rolling from side to side, and bleeding. Dr. Kirk said Dr. Rait had been suffering from consumption previously but he had been very well since he arrived in the Colony on May 27th. On Sunday night he was quieter than usual, and on Monday morning he was in a state of extreme sensitiveness. He did his work as usual that day and in the evening seemed quite himself. On Tuesday morning he was worse, however, and he had not slept. He made some incoherent remarks and witness decided to call in Dr. Leask. Deceased on the evening appeared to get more cheerful. Two corners returned a verdict of suicide while temporarily of unsound mind.—*S. F. Press*.

## THE ABERDEEN GRAVEYARD SCANDAL.

The search operations in connexion with the Aberdeen cemetery scandal have been resumed, a number of private "lairs" being opened. In some instances there had been no interference, but in one grave the body of a woman and an adult were missing. The workmen at the "Nellfield" Cemetery now admit that they "deeped" of graves that ever took place consisted in the removal of coffins, and so far the investigations confirm this statement. The authorities are especially investigating a case in which, according to a statement of one of the grave-diggers, the bodies of four children were removed from the grave and buried. More revolting disclosures were brought to light as the inquiry proceeded. A child was missing from one grave and an adult coffin was found to contain the remains of a fair state of preservation of two females. Another grave, which, according to the books, should contain twenty-nine coffins, was found to hold only eight. Another grave, which had been sold as empty, contained a coffin. There is now a room in doubt whether children's bodies have been buried.

## SINGAPORE TO BANGKOK.

### A NEW LOCAL STEAMSHIP LINE.

There is at present lying in the harbour, says the *Strait Times* of 11th inst., a very comfortable and roomy steamer of some 450 tons register—the pioneer of a series of similar steamers which are to ply between Bangkok and Singapore touching on the voyage at several of the east coast ports of Malaya. Her name is the *East Asiatic Steamship Company of Copenhagen* (who now have several large vessels trading between Europe and the Far East), and she was built quite recently at a Copenhagen shipbuilding yard. In fact she covered her maiden run between Bangkok and Singapore last week, and arrived here on Saturday. The owners are sanguine of making this service a popular one. They have in the *Maha Vajiravudh* a vessel replete with every convenience the modern shipbuilder can elaborate, and she is not of course on the ocean liner, but they are comfortable and above all there is an abundance of ventilation in the ship. The saloon is a roomy apartment, lighted by electricity, the first class sleeping and promenade accommodation is good, the second class accommodation is also good, and the third class passengers also have plenty of room to move about. There is accommodation for fifty first and fifteen second class passengers, and for nearly 400 deck passengers. The *Maha Vajiravudh*, which goes between ten and eleven knots, is commanded by Capt. Erickson, and is under contract with the Siam Government to carry mails to and from various parts of call. Messrs. Behn, Meyer & Co., are the Singapore agents.

## BABOO ADVERTISEMENTS.

When the native of India discovers a remedy for human ills he flies to the Baboo for an advertisement. Here are a few examples, remarks a London paper. One firm "request the gentlemen who feel difficult to marry the daughters for their complexions somewhat dark" to test a preparation which "removes all freckles, pimples, blotches and other blemishes." Another "your life," proceeds: "As ordered by Parmanjee, I have supplied me with the medicine, I have inserted in this advertisement for the benefit of humanity and not to earning mere money." A type of disinterested philanthropist not uncommon among Western nations. Then there is, of course, the universal panacea, "Cures Indigestion, sleeplessness, vital energy, general debility, loss for short brain, or Memory, makes the mind imaginative and active." An Englishman does not contain any kind of poisonous ingredients, and also contains some electric particles, which a few doses will act like a miracle in the human system, and produce some sensations and changes of the health like the rays of the sun. The final touch to this advertisement is admirable:—"By the bye, it cures all diseases pronounced as hopeless, and by the leading medical men." But the most perplexing of all is the statement concerning a "Hair Depilatory Soap." "Superficial hair will instantly and effectually be removed without any injury to the skin it is highly perfumed," and "absolutely necessary for all." A grim statement for the bald man to make merry over.

## A BABY ELEPHANT'S JOKE.

"Bobby," (the baby elephant at the Exhibition at Earl's Court, says a London paper, has just played what appears to be a practical joke on his huge brethren. He lured them into the narrow passage of the general offices, and going out himself at the other end, evidently enjoyed the sight of "mountains" of pachyderm stuck fast. "Bobby" is a notorious little rascal, and has played many a trick on his keepers, but this time he excelled all his former pranks.

Before the watchman or the doorkeeper could interfere, the procession was in the passage, Bobby leading on. Trampling shyly, and getting into the yard, invited the others to follow. They pushed forward, but their bulky forms soon got jammed, so that they could neither move forwards nor backwards. Terribly alarmed, they set up a fearful din, and the noise brought the keepers and attendants on the scene. It was evident that they could never negotiate the corner, and therefore they had to be ignominiously hauled out backwards, breaking the lamp overhead as they went. The whole of the proceedings seemed to deeply interest the unrepentant Bobby.

## CHAOS IN PERSIA.

Persia seems to be seething in the revolutionary cauldron. During the past year the course of trade in the large province of Isfahan has been nearly as bad as possible from this point of view. Turbulence prevails, the Ulemas interfere with the local authorities continually, and seems impossible to get any business done. The work of day is difficult, and trade prospects steadily decline. Since the murder of the late Shah (Mr. Fereed, our Consul at Isfahan, writes) there has been a general feeling of unrest permeating the entire country. People, including those in the highest places, profess desire for a change, and until the Government can enforce respect for the law and for itself it is useless to look for a revival in trade.

## PLUMBAGO IN BURMA.

Mr. B. de Riven, of Colombo, has received a letter from a Ceylonese in Burma, announcing the discovery of plumbago in that country. Writing from Myittha near Mandalay, the correspondent says he had discovered plumbago in two places, and had induced Wright, of the Muskeleya planter, to take the matter up, and wished two men who understood plumbago washing and cleaning to be sent over from Ceylon on a three years' agreement.

## VITALITY OF YOUTH.

A young lad named Baxter was playing on Ness Point, Robin Hood's Bay, six miles from Whitby, when he fell from the cliff top to the sea below, a distance of over 200 ft. As the tide was high he was pulled out to pick him up, and it was found he was lying quite conscious. Upon the fisherman lifting him, he began to cry to his mother he started them, and his mother said, "Don't you go, my boy, your father is lying close by." The great scrutiny of three doctors failed to discover any broken bones, but the lad is sorely bruised.

## "DENATURALISATION."

"Denaturalisation" is a term which is now applied to that process which renders certain substances unfit for human consumption. The times, says the *Lancet* in an interesting article on the subject, in order to promote fairness in commercial competition and to cheapen certain commodities when used exclusively in industrial operations. Thus a few years ago the manufacture of caffeine was almost monopolised by Germany on account of the fact that tea intended for human consumption in England was too expensive to extract. Owing, however, to the representations of English scientific manufacturers a revised regulation was framed a few years ago according to which damaged tea could be admitted duty free provided that it was "denatured" and rendered wholly unfit for human consumption by treatment with lime and asafetida. Tea treated in this way is now used profitably for the manufacture of caffeine, and England has thus completely turned the tables upon her competitors, for now the alkaloid is exported from England to Germany and America.

A similar example, we believe, occurs in the case of damaged or unclaimed tobacco, which was previously destroyed in the "Queen's pipe" at the docks. Instead of this waste going on, such tobacco is now largely used for the preparation of nicotine washes for killing vermin, &c.

Without "denaturalisation," alcohol for the purposes of the arts and industries would be so expensive as to be prohibitive because it would be drinkable. But because it has been made to add a substance to the spirit which makes it undrinkable, but which at the same time does not interfere with its properties for certain manufacturing processes. Formerly wood spirit was employed, but such is the evil tendency of human nature, the mixture became a cheap and favourite tipple. Next a proportion of petroleum spirit was tried, a method obtaining at the present day, but even this has been found to be palatable, as it certainly is an intoxicating mixture, by some persons. Cases are even recorded in which some depraved wretches first purify oil an agreeable stimulant. The problem therefore of "denaturing" alcohol cannot be regarded as satisfactorily settled. The latest suggestion is acetone oil of which 1 per cent. is said to be sufficient. But that nasty, nauseous, onion-smelling liquid, allylic alcohol, is said to give even better results added in the proportion of one-tenth of one-half per cent. in volume. The desideratum of "denaturalisation" for alcohol is that it should render it unfit for consumption without making it more inflammable, while the material should be cheap and easy to detect and its separation by rectification should be impossible for any commercial advancing.

## SHIPPING "RINGS" AGAIN.

The British Mercantile League with the British Iron Trade Association and representatives of the Chamber of Commerce of Liverpool, Manchester, Oldham, and Blackburn, with Trades Union leaders in the iron trade waited upon Mr. Ritchie, asking him to institute an official inquiry into the extent of the evil and to see that offending lines carried no mails.

It was stated that German and French liners were a negligible quantity, and that it was the British shipowners themselves competing with each other in foreign ports without being "in rings" in this country, caused the differentiation in the rates of freight in favour of shipments abroad. These assertions will be received as news to the shipping conferences, and whilst they may justify the demand for more information to the states they can hardly be conceived as being anything more than guesses at the truth. Thus no mention was made of German and other countries, of low rates by rail and sea organized by the German Government, who own the railways and pay part of the freight in the form of these subsidies. It was never considered what the fluctuations in freight consequent on the abolition of conferences would mean to merchants trying to carry goods at any low freight provided the balance necessary to secure a profit was paid by the State in the form of subsidies. To try and force owners to conform to Free Trade principles on the one hand, and to refuse them bounties in accordance with those very principles on the other, would be a bad case of trying to run with the hare and hunt with the hounds.

Mr. Ritchie saw this aspect of the case, and, whilst promising a departmental inquiry, pointed out that such combinations were not illegal and that the proper remedy would be for shippers to form combative associations themselves. It is difficult to gainsay this.

As regards the postal "subsidies," the deputations failed to realize that the payments are only freight upon parcels carried at very much "cut" rates. The Scots have a more common sense way of regarding the matter. At a crowded meeting of merchants, manufacturers, and shipowners, held at Glasgow yesterday, a resolution was passed declaring alarm at the serious injury to British and Colonial trade arising from continued and threatened extension of foreign bound mail and threatened extension of Anchor Line, said Germany and America were now formidable competitors in markets where British trade had long been pre-eminent, and just support from the great State Departments. The Board of Trade took the character of police than of any other form, and the Foreign Office, which was too slow, only moved when the steel was stolen.—*The Liverpool Shipping Telegraph*, June 9.

## STANDARD OIL COMPANY.

NEW YORK, June 14th. Wall street was filled yesterday with rumours of a dissolution of the Standard Oil Company and the possible formation of a new company, objectionable features which resulted in the adverse action of the Ohio courts could be done away with. It was reported that \$300 in cash and two shares of the new stock were to be given for each of the outstanding certificates, and hence the old issues it was figured, would be worth about \$500 each. It was said that a meeting of the trustees will be held to-morrow for the purpose of settling the details of the new company.

According to experts, it has been evident for several days that something has been under way, but the nature of the deal has been carefully concealed. An official has, however, admitted that the trustees have decided to go ahead and wind up in short order the affairs of the trust, as heretofore directed by the Ohio courts.

It is now expected this work will be done inside of a few months. This same official denied that a new trust is to be organized. He said, however, no mention of pirating, consolidation and expansion of principles in opposition to public sentiment. He said that what is to be done is to wind up this trust and divide the assets.

He also made a statement that the assets of the trust have been about two-thirds liquidated. If, therefore, the original value of the certificates outstanding was \$50,000,000, they would now amount to, according to this statement, less than \$32,000,000. When he was asked about the big extra dividends that have been paid at frequent intervals in addition to the regular 2 per cent quarterly dividends, the official said these extra payments represented an actual division of assets. He declined to make public the plans of the trustees for winding up the affairs of the trust. There was a meeting yesterday to discuss the matter, and an announcement is expected to be made public in a couple of days.—*S. F. Call*.

## SHIPPING REPORTS.

Captain Douglas, of the steamship *Formosa*, from Tamsui, reports:—Tamsui to Amoy, light S.W. breeze and clear weather. Amoy to Swatow, moderate westerly breeze and occasional rain. Swatow to Hongkong, fresh S.W. breeze and overcast sky with occasional rain. In Tamsui:—*Osaka Maru*, In Amoy:—*Maiden Maru* and *Tamsui Maru*, In Swatow:—*Pekit, Kwintin, Charterhouse*, and *Tuguan Maru*.

## NOTANDA.

### CALENDAR.

JULY.  
Meteorological means based on fifteen years' observations to 1898.  
Barometer.....29.738  
Thermometer.....79.55  
Humidity.....81.6  
Rainfall.....14.210

TO-DAY.  
WHAT'ER REPORT.  
On date at 4 p.m. On date at 4 p.m.  
Barometer.....29.59  
Temperature.....85  
Humidity.....74  
Rainfall.....0.87

TO-DAY.  
Thursday, 20th July, 1899.  
(St. Margaret of Antioch).  
Chinese—13th of 6th moon of 25th year of Kwang-shi.  
Sun—Rises.....5hr. 25min.  
Sets.....6hr. 45min.  
Moon—Rises.....5hr. 38min.  
High water—Morning.....5hr. 38min.  
Afternoon.....6hr. 45min.  
Low water—Morning.....11hr. 39min.  
Afternoon.....11hr. 39min.

ANNIVERSARIES.  
1689—Ireland declared independent.  
1863—The s.s. *Amigo* burnt at Canton.  
1868—The Queen Regent of Spain born.  
1887—Loss of the s.s. *Panish* on the Shantung Promontory.  
1893—The s.s. *Amigo* run into and sunk by the s.s. *Bahian* in Hongkong harbour.  
1897—Sanitary Inspector Howe suspended for receiving bribes.

TO-MORROW.  
Friday, 21st July, 1899.  
Chinese—14th of 6th moon of 25th year of Kwang-shi.  
Sun—Rises.....5hr. 27min.  
Sets.....6hr. 43min.  
Moon—Rises.....5hr. 35min.  
High water—Morning.....5hr. 35min.  
Afternoon.....6hr. 43min.  
Low water—Morning.....11hr. 41min.  
Afternoon.....11hr. 41min.

ANNIVERSARIES.  
1796—Robert Burns died.  
1839—Chinese servants of British subject at Macao withdrawn by Lin.  
1841—Terrific typhoon in Hongkong; 6 ships lost, 4 run ashore, 22 dismasted.  
1842—Capture of Chinkiang by the British forces.  
1891—Suicide of Commander Scott of H.M.S. *Labrador* at Shanghai.  
1891—Commercial Treaty between China and Japan signed.  
1894—Collision between the steamer *Chingtu* and *Kachin* at Wosung.  
1896—Suicide of Mr. J. Stewart at 3, Duddell Street.

## AGENDA.

TO-DAY.  
Cargo ex *Sikh* subject to rent.  
SATURDAY, 22nd.  
Transfer Books of the Hongkong Land Investment Co. Ltd. closed till 25th inst.  
Noon.—P. & O. s.s. *Baharat* sails for Europe.  
N. P. s.s. *Monmouthshire* sails for Portland Or.  
R.W.F. Cymkhara at Happy Valley.

## SHIPPING AND MAIL NEWS.

MAILS DUE.  
English (*Panthal*) to-morrow.  
Indian (*Chelitra*) to-morrow.  
German (*Prinz Heinrich*) 25th inst.  
Canadian (*Empress of China*) and prok. American (*City of Rio de Janeiro*) 4th prox.  
American (*Nippon Maru*) 6th prox.  
American (*Coptic*) 13th prox.

The steamer *Kanikura Maru* (Europe Line) left Kobe for this port yesterday and is expected to arrive here on the 26th inst.  
The steamer *Yavata Maru* (Australian Line) left Kobe for this port yesterday and is expected to arrive here on the 25th inst.

The Imperial German mail steamer *Prinz Heinrich* carrying the German mails with dates from Berlin of the 26th ult. has left Singapore to-day Thursday the 20th inst. at 10 a.m. and may be expected here on or about Tuesday the 25th inst. at daylight.

HONGKONG AND WHAMPOA DOCK RETURNS.  
*Isla de Cuba*, from Kowloon Dock.  
*Isla de Luzon*, from Kowloon Dock.  
H.M.S. *Hart*.  
*Holstein*.  
*Haitong*.  
*Amoy*.  
*D. Juan d'Austria*.  
*Stanford*.

PAKED—THE CANAL.  
Outward—23rd June—*Danubius*, 24th June—*Nedra*, 30th June—*Formosa*, 1st July—*Alta Krona*, 4th July—*Ellerin*, 7th July—*Ernest Simons*, 10th July—*Benjamin Kharap*, 13th July—*Chakir*, 16th July—*Yavata Maru*, 19th July—*Yavata Maru*, 22nd July—*Yavata Maru*, 25th July—*Yavata Maru*, 28th July—*Yavata Maru*, 31st July—*Yavata Maru*, 3rd Aug.—*Yavata Maru*, 6th Aug.—*Yavata Maru*, 9th Aug.—*Yavata Maru*, 12th Aug.—*Yavata Maru*, 15th Aug.—*Yavata Maru*, 18th Aug.—*Yavata Maru*, 21st Aug.—*Yavata Maru*, 24th Aug.—*Yavata Maru*, 27th Aug.—*Yavata Maru*, 30th Aug.—*Yavata Maru*, 31st Aug.—*Yavata Maru*, 1st Sept.—*Yavata Maru*, 4th Sept.—*Yavata Maru*, 7th Sept.—*Yavata Maru*, 10th Sept.—*Yavata Maru*, 13th Sept.—*Yavata Maru*, 16th Sept.—*Yavata Maru*, 19th Sept.—*Yavata Maru*, 22nd Sept.—*Yavata Maru*, 25th Sept.—*Yavata Maru*, 28th Sept.—*Yavata Maru*, 31st Sept.—*Yavata Maru*, 3rd Oct.—*Yavata Maru*, 6th Oct.—*Yavata Maru*, 9th Oct.—*Yavata Maru*, 12th Oct.—*Yavata Maru*, 15th Oct.—*Yavata Maru*, 18th Oct.—*Yavata Maru*, 21st Oct.—*Yavata Maru*, 24th Oct.—*Yavata Maru*, 27th Oct.—*Yavata Maru*, 30th Oct.—*Yavata Maru*, 31st Oct.—*Yavata Maru*, 3rd Nov.—*Yavata Maru*, 6th Nov.—*Yavata Maru*, 9th Nov.—*Yavata Maru*, 12th Nov.—*Yavata Maru*, 15th Nov.—*Yavata Maru*, 18th Nov.—*Yavata Maru*, 21st Nov.—*Yavata Maru*, 24th Nov.—*Yavata Maru*, 27th Nov.—*Yavata Maru*, 30th Nov.—*Yavata Maru*, 31st Nov.—*Yavata Maru*, 3rd Dec.—*Yavata Maru*, 6th Dec.—*Yavata Maru*, 9th Dec.—*Yavata Maru*, 12th Dec.—*Yavata Maru*, 15th Dec.—*Yavata Maru*, 18th Dec.—*Yavata Maru*, 21st Dec.—*Yavata Maru*, 24th Dec.—*Yavata Maru*, 27th Dec.—*Yavata Maru*, 30th Dec.—*Yavata Maru*, 31st Dec.—*Yavata Maru*, 3rd Jan.—*Yavata Maru*, 6th Jan.—*Yavata Maru*, 9th Jan.—*Yavata Maru*, 12th Jan.—*Yavata Maru*, 15th Jan.—*Yavata Maru*, 18th Jan.—*Yavata Maru*, 21st Jan.—*Yavata Maru*, 24th Jan.—*Yavata Maru*, 27th Jan.—*Yavata Maru*, 30th Jan.—*Yavata Maru*, 31st Jan.—*Yavata Maru*, 3rd Feb.—*Yavata Maru*, 6th Feb.—*Yavata Maru*, 9th Feb.—*Yavata Maru*, 12th Feb.—*Yavata Maru*, 15th Feb.—*Yavata Maru*, 18th Feb.—*Yavata Maru*, 21st Feb.—*Yavata Maru*, 24th Feb.—*Yavata Maru*, 27th Feb.—*Yavata Maru*, 30th Feb.—*Yavata Maru*, 31st Feb.—*Yavata Maru*, 3rd Mar.—*Yavata Maru*, 6th Mar.—*Yavata Maru*, 9th Mar.—*Yavata Maru*, 12th Mar.—*Yavata Maru*, 15th Mar.—*Yavata Maru*, 18th Mar.—*Yavata Maru*, 21st Mar.—*Yavata Maru*, 24th Mar.—*Yavata Maru*, 27th Mar.—*Yavata Maru*, 30th Mar.—*Yavata Maru*, 31st Mar.—*Yavata Maru*, 3rd Apr.—*Yavata Maru*, 6th Apr.—*Yavata Maru*, 9th Apr.—*Yavata Maru*, 12th Apr.—*Yavata Maru*, 15th Apr.—*Yavata Maru*, 18th Apr.—*Yavata Maru*, 21st Apr.—*Yavata Maru*, 24th Apr.—*Yavata Maru*, 27th Apr.—*Yavata Maru*, 30th Apr.—*Yavata Maru*, 31st Apr.—*Yavata Maru*, 3rd May.—*Yavata Maru*, 6th May.—*Yavata Maru*, 9th May.—*Yavata Maru*, 12th May.—*Yavata Maru*, 15th May.—*Yavata Maru*, 18th May.—*Yavata Maru*, 21st May.—*Yavata Maru*, 24th May.—

## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO.....	THURSDAY, 27th July, at 4 P.M.
E. W. Haswell.....	HANKOW, SHANGHAI, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....	THURSDAY, 27th July, at 4 P.M.
KAMAKURA MARU.....	VICTORIA, B.C. and SEATTLE.....	THURSDAY, 27th July, at 4 P.M.
*KINSHU MARU.....	U.S.A. via KOBE and YOKOHAMA.....	THURSDAY, 27th July, at 4 P.M.
W. Brady.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 28th July, at 4 P.M.
YAWATA MARU.....	VLADIVOSTOK, VIA SWATOW, AMOI, SHANGHAI, CHEFOO, CHIAI, MUKPO and NAGASAKI.....	THURSDAY, 27th July, at 4 P.M.
A. E. Noses.....	THURSDAY, 27th July, at 4 P.M.	
SENDAI MARU.....	THURSDAY, 27th July, at 4 P.M.	
H. Petersen.....	THURSDAY, 27th July, at 4 P.M.	
MIKE MARU.....	THURSDAY, 27th July, at 4 P.M.	
S. Kawamura.....	THURSDAY, 27th July, at 4 P.M.	

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

† Cargo and Passengers for VLADIVOSTOK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

NAVIGAZIONE GENERALE ITALIANA  
(Florio and Rubattino United Companies.)

STEAM-FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSIT.)

Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH AND SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## PROPOSED SAILINGS FROM HONGKONG.

\* DOMENICO BALDUINO..... 5th August.

\* SINGAPORE..... 2nd September.

\* These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to CARLOWITZ & CO., Agents.

CARLOWITZ &amp; CO., Agents.

Dr. KNOER'S  
ANTIPYRINE

"LION BRAND."  
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATISM AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

## ARGONIN.

(Registered Trade Mark.)  
SOLUBLE CASEIN-SILVER PREPARATION.  
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,  
SOLE AGENTS FOR CHINA.  
BEWARE OF SPURIOUS IMITATIONS!Dr. OVERLACH'S  
MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE.)

(1) Excellent results in the severest cases of migraine, as well as in headache arising from alcoholic, nicotine and morphia poisoning, neurasthenia, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrantine acts simultaneously as an anesthetic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers: FARRWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST a. M.

Literature of the above Preparations supplied gratis at request to medical men.

Sole Manufacturers: FARRWERKE VORM. MEISTER LUCIUS & BRUNING, HOECHST a. M.

Literature of the above Preparations supplied gratis at request to medical men.

UNTOUCHED BY HAND.  
MELLIN'S  
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd. DUNLOP TYRES, BICYCLES—PRICE, \$160.  
Aspiral reliable Watch made for this Climate.  
Quality Bicycles.....\$12  
Quality Bicycles.....\$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office

MITSUBISHI KAISHA

No. 6, Tei Hous Street, Praya Central.

Head Office—TOKIO.

Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents:

Mitsui Bussan Kaisha, Ltd.

Osaka Marine Insurance Co., Limited.

Mitsui Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wg. Co., Shanghai.

Onoda Cement Company, Japan.

Kurehaichi Cotton Spinning Mill, Japan.

The Nippon Cotton Spinning Mill, Japan.

Tokyo Cotton Spinning Mill, Japan.

Havast Clock Factory, Japan.

Havast Clock Factory, Japan.

Havast Clock Factory, Japan.

## NOTICE.

AFTER Extensive Alterations and Rebuilding, the OLD ROSE, SHAMROCK AND THISTLE has again been OPENED to the Public by its former Proprietor who wishes to see all its old patrons again at the Old House to receive a hearty welcome from the same.

WM. KRATON.

Hongkong, 18th July, 1899. [936a]

## TO THE DEAF.

A RICH LADY, cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER, SMITH'S, AND ORGANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prize at every Exhibition and for Voltaire and Sohn's CELEBRATED OPERA GLASSES.

MARINE GLASSES AND STYGLASSES.

No. 34, 36, Queen's Road Central, [936a]

No. 34, 36, Queen's Road Central, [936a]

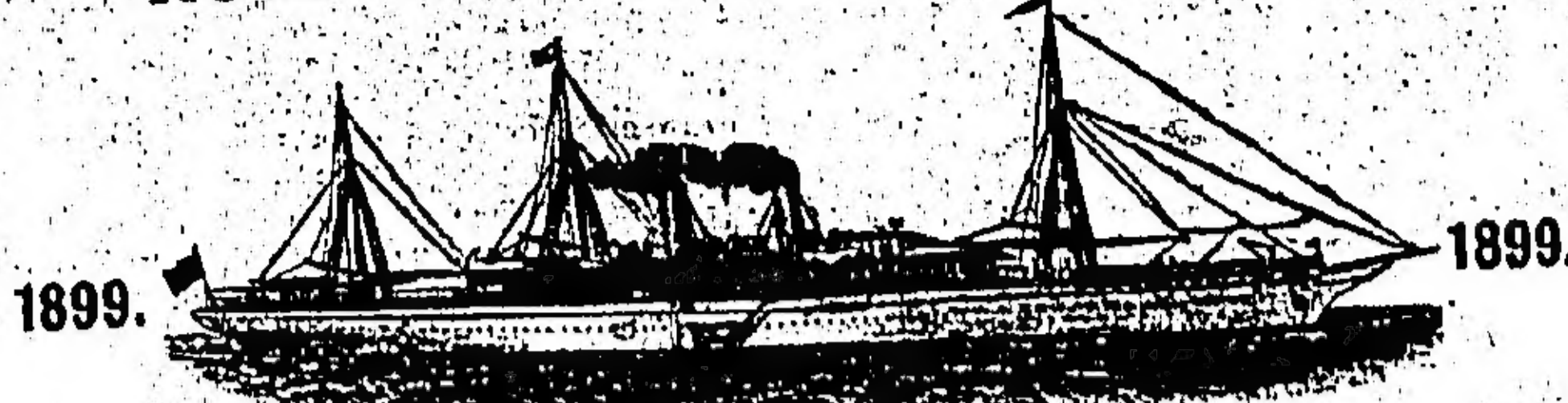
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## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug, 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug, 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and around the WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage &c., apply to D. E. BROWN, General Agent, Pedder Street. [936a]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept., at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on THURSDAY, the 3rd August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 15th July, 1899. [936a]

## Hotel.

## WINDSOR HOTEL,

HONGKONG.

## STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from 1st to 5th FLOOR.

BATHS, TOILETS, and CLOSETS.

MONTHLY RATES GIVEN NOW.

J. S. VAN BUREN, Agent.

Hongkong, 15th July, 1899. [936a]

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Hongkong, 15th July, 1899. [936a]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, CANAL, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

## THE Steamship

"BALLAARAT,"

Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 22nd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, India and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 8th July, 1899. [936a]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

## PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma... [2,811] A. Dixon... [July 29]

Glenogle... [3,750] R. D. Jones... [Aug. 8]

Olympia... [2,837] J. Truebridge... [Sept. 2]

Victoria... [3,502] J. Pantan... [Sept. 12]

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... [2,874] W. A. Evans [July 22]

Levenox... [3,677] Williamson [Aug. 19]

Columbia... [2,876] Dobson [Sept. 23]

Monmouthshire... [2,874] W. A. Evans [Oct. 7]

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON, &c.

Excellent accommodation. First class, Tables, DOCTOR and STEWARDESSES carried.

HONGKONG TO NEW YORK, &c.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, &c.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Port of land, or (whichever may be the destination of the Steamer).

Parcels must be sent in our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED.

General Agents.

Hongkong, 10th July, 1899. [936a]

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Hongkong, 10th July, 1899. [936a]

## Mails.

NORDDEUTSCHER  
LLOYD.

## TWO SHIPS OF WAR UNFIT FOR SERVICE.

NEW YORK, June 12th.  
A special to the *World* from Washington says that the Navy Department has pronounced the *Albatross* and *New Orleans* unfit for service. These two warships were purchased in England by the Navy Department just before war was declared with Spain. The *New Orleans* was brought to this country and was in service, but the *Albatross* was in the course of construction. She was tied up in English waters by the laws of neutrality.

Rear Admiral Hichborn, chief of the Bureau of Construction and Repair, today filed with the department the report of Naval Constructor Bowles, who inspected the *New Orleans* at the Brooklyn navy yard and made discoveries. This news is disappointing to the department, as the *New Orleans*, by reason of her good showing in Cuban waters, was looked upon as a worthy ship. What is worse, the experts have no remedy to offer for these defects.

The *Albatross* has Armstrong's ship yards in England and advanced 80 per cent toward completion. The two ships are built along exactly the same lines and what is true of one is true of the other.—*S. F. Call*.

## AMERICAN CROPS.

The San Francisco Chamber of Commerce is in receipt of a paper from the statistician of the Department of Agriculture at Washington upon the condition of the principal crops of the United States as of June 1st. It says preliminary reports of the spring wheat average indicate a reduction of about 17,000 acres, or 2.5 per cent. Of the twenty-six States reporting an increase or upward in spring wheat, six report an increase aggregating about 245,000 acres, and fourteen a decrease amounting to about 715,000 acres. The average condition of spring wheat on June 1st was 91.4, as compared with 100.9 at the corresponding date of last year.

The average condition of winter wheat is 67.3, as compared with 90.8 of the corresponding date of last year. The total reported acreage in oats is seven-eighths of one per cent less than last year. The average reported is under barley is 3.1 per cent greater than last year. The acreage under rye shows a decrease of 8.9 per cent as compared with last year.—*Call*.

## THE NICARAGUA CANAL PROBLEM.

Secretary Hay has announced the names of the members of the commission appointed by President McKinley to determine the most feasible and practicable route for an isthmian canal. It is said that as a whole the commission is regarded as very satisfactory in Washington. All the members are reported to be in favour of constructing the canal, and it is thought they are inclined to favour the Nicaragua route, though it is added, "it may change the minds of some of them."

Whatever may be the views taken of the subject by a majority of the new commission, there is one at least who is not sanguine of the outcome. Lewis M. Haupt, a civil engineer, and one of the two Pennsylvanians appointed to the commission, has already declared a conviction that the new investigation is simply another means of providing for delay in the work. He maintains the various routes have been thoroughly investigated, and that nothing new of value can be added to the information now in the hands of the Government.

The opposition to the canal, says Mr. Haupt, is powerful and active. It never rests. It is composed of many elements. Among its forces are the transcontinental railroads, the Panama Canal Company, certain European interests represented here by what Mr. Haupt calls "a technical commission composed of British, French, German and other engineers," and last, but not least, Great Britain acting as a Government, and seeking to prevent the opening of a route which would endanger her commercial supremacy in the East.

Either of these forces acting singly is sufficiently strong to make a dangerous opposition to the great enterprise, which in itself is one of such magnitude that many people hesitate to approve it. When united they make an invincible force well fitted to venture upon the task of baffling the wishes of a great people, and a consideration of it as Mr. Haupt declares, "is almost enough to make one despair."

According to the reports from Washington, there is a belief that the work of the commission will require at least two years, but there is added the statement "The President desires the commission shall submit a report during the next session of Congress in order that action may be taken toward construction of the canal." If such be the intention of the President, the work of the commission can hardly be more than a perfunctory visit to Panama and Nicaragua, followed by a report based upon examinations already made.

It is not easy to perceive why such a new report should be deemed necessary when one is already in the hands of the President from the Walker commission. There is, however, a glimmer of hope in the latter statement, and possibly so far from leading to procrastination, as Mr. Haupt fears, the new commission may be of service in hastening the undertaking of the great enterprise.

WASHINGTON, June 12th.  
Admiral Walker, chairman of the new Nicaragua Canal Commission, has called a meeting of the commission for next Thursday, June 15, when it is expected that the question whether the Commissioners shall proceed at once to Central America and begin the work in hand, or delay until the yellow fever season has passed, will be decided. It is believed the start from New York will be made by July 1, or before.

Unless Civil Engineer Lewis Haupt disavows the authenticity of published views credited to him, his resignation as a member of the Isthmian Commission will be asked for, and the vacancy filled by the appointment of another engineer. Notice has been taken by the President of the interview with Mr. Haupt, and it has been called to his attention with the request that he at once inform the President of its correctness.

This action is due to the earnest desire of the Chief Executive that a commission shall be organized which will make a fair and impartial investigation and submit an unbiased report. If Mr. Haupt is already classed in favour of the Nicaragua canal, as the statements attributed to him would seem to show, and so strongly opposed to the Panama waterway, it is apparent that his retention on the commission, now that his views are known to the administration and the public generally would infuse the value of his report. For this reason the President has been constrained to ask Mr. Haupt for an explanation.

The friends of Mr. Haupt here are confident that the views attributed to him are substantially correct. It is said he has talked in much the same way to them. The removal of the commission will mean a distinct loss to the Nicaragua element in view of his Nicaraguan sympathies.—*S. F. Call*.

## THE CUBANS GET READY FOR REVOLT.

HAVANA, June 13th.  
Officers in charge of the Cuban forces at Guantabaco have collected all the arms from the soldiers and gone into the country with them. Mayor Hyatt has reported the condition of things to General Ludlow. There were about 300 soldiers in that city, and they were the best armed forces in the neighbourhood of Havana, having many Mausers, good carbines and Springfield rifles. These soldiers were awaiting the return of Lieutenant Colonel Randall from the country to receive their money at Havana on Thursday.

The fact that the officers had collected these arms was not known to Mayor Hyatt until Sunday. He was given authority to receive the arms, but only nine weapons had been given up. On investigation he learned that the officers had represented themselves as agents for the Government, and on securing the arms immediately left the city.

It is now suspected that a similar condition of affairs exists in many places and on the island, and that there are being put in hiding awaiting an uprising, or have been already distributed among bandits, who, according to all reports, are well armed.

The apparent indifference of the Government to the capture of bandits and to the protection of Spaniards in the country has brought forth strong protests from Spaniards in Havana, they ascribing the seeming apathy of General Brooke to the fact that he depends wholly on reports of the Cuban secretaries, mayors and civil governors for information, and saying that facts are misrepresented. Bandits, they say, have killed only Spaniards on their raids, and Spaniards assert that an attempt is being made in the unprotected provinces to exterminate the race.—*S. F. Call*.

## THE ALASKA BOUNDARY.

WASHINGTON, June 12th.  
While hopeful that the modus vivendi with Great Britain respecting the provisional Alaskan boundary will be settled upon the lines laid down by Ambassador Choate, there seems to be some apprehension in official circles that the London government will demand further concessions. So far as the boundary itself is concerned the two governments are near enough agreed to make it appear that there will be no hitch as to the location of the line. There seems to be a disposition to believe that in view of Canada's failure to secure a port on the Pacific for her great Northwest Territory she will urge the British Government to ask of the United States that all goods imported into the Dominion from the Alaskan coast be permitted to come in free of duty and that a certain zone be set aside through which goods could pass without hindrance. This proposition has not yet been submitted, but it is stated that if brought to the attention of this Government it will be immediately rejected whether the concession desired be either temporary or permanent.

The Dalton trail seems, yet to be the only point under discussion, and it is stated with positiveness that the line will be fixed just to the north of the village of Klukwan and will not include it. This location will deprive the Canadians of the port they are so anxious to obtain.—*Call*.

## THE SUGAR TRUST.

WASHINGTON, June 13th.  
The Industrial Commission held only an afternoon session and heard only one witness to-day, J. N. Jarvis, of the firm of Arbuckle and Co., manager of the firm's sugar refining business. Mr. Jarvis's testimony was brief. He was easy and courteous in his attitude toward his inquirers, refusing to answer only one question, viz: How much it cost his company to refine sugar. He said he did not wish to give information of that sort to his business competitors.

Mr. Jarvis put the necessary margin between raw and refined sugar at between 50 and 60 points to allow a profit on the business. He said that when his firm started business in 1898 this margin was about 50. It had dropped as low as 32 and was now about 30. His firm, he said, had never cut the price of sugar except to meet the rates of the American Sugar Refining Company, commonly known as the sugar trust. When asked if the Arbuckles would continue to meet their rivals' figures he replied decisively that his firm was in the refining business to stay. Beyond that he did not wish to say.

He explained the entrance of the Arbuckles into the sugar field by saying that in 1895 they secured a machine for weighing and packing sugar and undertook to sell package sugar to the wholesale trade. They bought from the American Refining Company, but found they could make no profit in that way, and so started their own refinery. He said the tariff differential of one-eighth of a cent a pound on refined sugar did not figure in the business just now. Domestic competition was so sharp as to keep out all foreign sugar. Asked if the removal of the one-eighth of a cent would affect the business now, he said he did not know enough about the foreign trade to say.

Mr. Jarvis said there had been many ventures from the sugar trust to settle the difficulties with the Arbuckles, but they had all been made "for stock-jobbing purposes," and consequently had been nothing in them. Witness, in speaking of the coffee business, in which the Arbuckles field, said that while there had been a decline in prices, it would not be fair to lay it all to competition, as there had been a great increase in coffee production all over the world, last year's crop going from 11,000,000 to 15,000,000 bags.

Asked if he could suggest any plan, he said that the fight could only stop when the one big concern decided to be content with less than 100 per cent of all the business in the country.

When asked how long the rival company could keep on selling sugar at a loss Mr. Jarvis replied cheerfully that he thought concern supplying 90 per cent of the sugar sold in this country would lose money under those conditions than the firm supplying the other 10 per cent, and that he had the 10 per cent end of the bargain just now.—*S. F. Call*.

## Intimations.

## NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETI. F. SKERTCHLY,  
Manager.  
Hongkong, 1st May, 1899.

CARBOLEUM-MANUFACTURERS  
USED FOR OVER 20 YEARS  
With the Union Jack

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Damages.  
LUTGENS, LINTMANN & CO.  
Hongkong, 11th September, 1898.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW:  
THE Company's Steamship

"THALES."  
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 20th July, 1899. [943a]

"GLEN" LINE OF STEAMSHIPS.  
FOR LONDON, VIA SUEZ CANAL.  
THE Steamship

"GLENGYLE."  
Captain H. Hill, will be despatched as above on SATURDAY, the 22nd instant.  
For Freight or Passage, apply to  
MCGREGOR BROS. & GOW.  
Hongkong, 8th July, 1899. [922a]

THE OSAKA SHOSHEN KAISHA.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"MAIDZURU MARU."  
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 23rd instant, at Daylight.  
For Freight or Passage, apply to  
MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 17th July, 1899. [926a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"SUNGKIANG."  
Captain Dodd, will be despatched as above on SUNDAY, the 23rd instant.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 18th July, 1899. [937a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"TSINAN."  
Captain Anderson, will be despatched as above on MONDAY, the 24th instant, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the "S.S. CO. of the EASTERN" and AUSTRALIAN S.S. CO. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 6th July, 1899. [877a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.  
THE Company's Steamship

"KWEIYANG."  
Captain Outerbridge, will be despatched as above on MONDAY, the 24th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 14th July, 1899. [899a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE New Steamship

H. Allen, Commander, will be despatched for the above Port, on SATURDAY, the 29th July.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Hongkong, 12th June, 1899. [785a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"DIOMED."  
Captain Goodwin, will be despatched as above on SATURDAY, the 29th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 18th July, 1899. [921a]

FOR NEW YORK VIA SUEZ CANAL.  
THE British Steamship

"GHAZEE."  
will be despatched for the above port on or about the 31st July.  
STEAMERS.  
1899.

"SIX."  
"ARGYLL."  
"JOHN SANDERSON."  
"AFGHANISTAN."  
For Freight, apply to  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 12th July, 1899. [908a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.  
THE Full-powered Steamship

"PISA."  
The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.  
For Freight or Passage, apply to  
CARLOWITZ & CO., Agents.  
Hongkong, 18th July, 1899. [938a]

LET 'EM ALL COME TO YEE CHUNG STUDIO

At No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS AND PORTRAITS are executed at Moderate Prices.  
Hongkong, 26th May, 1899. [942a]

## Consignees.

## "MOGUL" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "SIKH".

## FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 2 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 14th July, 1899. [914a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.  
THE Steamship

"INDRANI."  
having arrived from the above ports, Consignees of cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 24th instant, will be subject to rent.  
No Fire Insurance has been effected.  
Consignees are requested to present all claims for damages and/or shortages not later than the 1st instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Agents.  
Hongkong, 17th July, 1899. [927a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM NEWPORT, GLASGOW AND LIVERPOOL.

THE Company's Steamship

"OOPACK."  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 26th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

GENERAL AVERAGE PER S.S. "KAISOW."  
Cargo ex this Vessel having arrived per s.s. *Oopack*, consignees are hereby informed that the General Average Bond must be signed and a Deposit made before Bills of Lading can be countersigned.

The Average Bond is lying at the Office of the Undersigned for signature.  
Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co., Agents.  
Hongkong, 17th July, 1899. [930a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MORAVIA."  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

From Trieste, ex s.s. *Istria* transhipped at Bombay.  
From Venice, ex s.s. *Massimiliano* and *Alfina* transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.

Bills of Lading will be countersigned by  
SANDER, WELER & Co., Agents.  
Hongkong, 18th July, 1899. [907a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, whence each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:  
From Italy, ex s.s. *Thames*.  
From Malta, ex s.s. *Sis. Landaula*.  
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 18th July, 1899.

## Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

"DORIC."  
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

J. S. VAN BUREN,  
Agent.  
Hongkong, 17th July, 1899.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGYLL."  
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 3 P.M.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODWELL & CO., LIMITED, Agents.  
Hongkong, 19th July, 1899. [941a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW PORT, GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI."  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 28th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 28th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

Bills of Lading will be countersigned by  
HOLLIDAY, WISE & Co., Agents.  
Hongkong, 19th July, 1899. [946a]

To be Let.

TO LET.  
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.

"H."  
c/o of this Office.  
Hongkong, 17th May, 1899. [664a]

TO LET.

WITH IMMEDIATE POSSESSION.  
THE SECOND FLOOR of No. 7, QUEEN'S ROAD.  
Apply to  
E. D. SASSOON & CO.  
Hongkong, 23rd May, 1899. [697a]

TO LET UNTIL JUNE 1900.

AT PRAYA CENTRAL—Whole or Part of Rooms formerly occupied by the INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

Single Rooms from \$20 upwards. Apply to the  
MANAGER or SECRETARY,  
At No. 2, Praya Central.  
Hongkong, 11th July, 1899. [902a]

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).  
PROPERTY lately occupied by the Bowring Saw Mills.  
GROUND FLOOR, 52, PEARL STREET.  
OFFICES—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. MEICHERS & Co.).  
GODOWN, No. 74, PRAYA CENTRAL.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.  
Hongkong, 21st June, 1899. [112a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).  
Apply to  
Comptroller Office,  
E. C. HOCHAPPEL.  
Hongkong, 23rd March, 1899. [398a]

F. BLACKHEAD & CO.

SHIP CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM, and  
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

## Intimations.

## NOTICE.

PRIVATE BOARD AND RESIDENCE,  
166, Queen's Road East.  
Mrs. HORTON.  
Hongkong, 30th June, 1899.

THE CHINA AND JAPAN TELEPHONE  
COMPANY, LIMITED.

HONGKONG EXCHANGE,  
OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of  
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-  
cription IN STOCK.  
INCLUDING—

BATTERIES,  
CHEMICALS,  
ELECTRIC BELLS,  
INSULATORS,  
LIGHTNING CONDUCTORS,  
SWITCHES,  
TELEPHONES,  
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,  
Erected and kept in order.

Estimates given for all kinds of Electrical  
work.

Trained Mechanics sent to Out-Ports to fit  
up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c.,  
Apply to  
W. STUART HARRISON,  
Manager.

Hongkong, 18th January, 1898.

## GENERAL CATALOGUE

## AND

## BUYERS' GUIDE

ISSUED SEMI-ANNUALLY BY

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It has more than 1,000 illustrations, about 1,000  
quotations of prices, weights and measures,  
and contains a full and complete list of goods  
and prices in all the principal markets of the  
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It is published by Montgomery Ward & Co.,  
Chicago, U. S. A.

Montgomery Ward & Co.,

111 to 120 Michigan Ave., Chicago, U. S. A.

THE SHARE MARKET.

## LATEST QUOTATIONS.

(July 20th, 1899.)

Banks.

Hongkong and Shanghai Banking Corporation  
\$25 per cent. prem.

The Bank of China & Japan, Ltd. (Preference)  
\$100 per cent. prem.

The Bank of China & Japan, Ltd. (Ordinary)  
\$100 per cent. prem.

The Bank of China & Japan, Ltd. (Deferred)  
\$100 per cent. prem.

National Bank of China, Ltd. (Ordinary)  
\$100 per cent. prem.

Do. (Deferred)  
\$100 per cent. prem.

Marine Insurance.

Union Insurance Society of Canton, Ltd. \$250  
China Traders' Insurance Co., Ltd. \$60.

North China Insurance Co., Ltd. \$100.

Yangtze Insurance Assoc. Ltd. \$100 buyers.

Canton Insurance Office, Ltd. \$100.

Strata Insurance Co., Ltd. \$100.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd. \$100.

China Fire Ins. Co., Ltd. \$100 sellers.

Shipping.

Hongkong, Canton, and Macao Steamboat Co.,  
Limited. \$100.

Indo-China Steam Navigation Company, Ltd.  
\$100.

China and Manila S.S. Co., Ltd. \$100.

Douglas Steamship Co., Ltd. \$100 sellers.

China Mutual S.S. Co., Ltd. (Preference)  
\$100 buyers.

China Mutual S.S. Co., Ltd. (Ordinary)  
\$100 buyers.

China Mutual S.S. Co., Ltd. (Deferred)  
\$100 buyers.

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\$100 buyers.

China Mutual S.S. Co., Ltd. (Deferred)  
\$100 buyers.

China Mutual S.S. Co., Ltd. (Deferred)  
\$100 buyers.

China Sugar Refining Co., Ltd. \$175.  
Luzon Sugar Refining Co., Ltd. \$57.  
Mining.  
Panjion Mining Co., Ltd. \$14.  
Do. Preference Shares. \$250.  
Société Française des Charbonnages du Ton-  
kin. \$245.  
Queen Mines, Limited. \$50.  
Jelabu Mining and Trading Co., Ltd. \$131  
buyers.  
Raub Allan Gold Mining Co., Ltd. \$62.  
Oliver Freehold Mines, Ltd. (A) \$7.  
Oliver Freehold Mines, Ltd. (B) \$5.25.  
Great Eastern and Caledonian Gold Mining  
Co., Ltd. \$22.25.

Docks, Wharves and Godowns.  
Hongkong & Whampoa Dock Co., Ltd. \$400  
per cent. prem.  
Hongkong and Kowloon Wharf and Godown  
Company, Limited. \$97.  
Wanchai Warehouse and Storage Co., Ltd. \$41.  
New Amoy Dock Co., Ltd. \$158.

Land, Hotels and Buildings.  
China Provident Loan and Mortgage Co., Ltd.  
\$100.  
Hongkong Land and Investment and Agency Co.,  
Ltd. \$100.  
Kowloon Land and Building Co., Ltd. \$30.  
West Point Building Co., Ltd. \$34.  
Hongkong Hotel Co., Ltd. \$107.  
Humphreys Estate and Finance Co., Ltd. \$12.

Miscellaneous.  
Green Island Cement Co., Ltd. \$28.  
China-Borneo Co., Limited—5 buyers.  
A. S. Watson & Co., Limited—\$18.  
Hongkong Electric Co., Limited—\$122.  
Hongkong and China Gas Co., Ltd.—\$130.  
Hongkong Rope Manufacturing Co., Ltd.—\$181.  
Geo. Fenwick & Co., Ltd.—\$142.  
Hongkong Ice Co., Ltd.—\$120.  
Hongkong High-Level Tramways Co., Ltd.—  
\$145.

Dairy Farm Co., Limited—\$54.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell, Moore & Co., Ltd.—\$11.  
Bell's Asbestos Eastern Agency, Limited—\$1  
nominal.  
Bells Asbestos Eastern Agency, Ltd.—\$5.  
Cannichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and  
Dyeing Co., Ltd.—\$10.  
Ewo Cotton Spinning & W. Co., Ltd.—\$10.  
International Cotton Mfg. Co., Ltd.—\$10.  
Laou-kung-mow Cotton Spinning & Weaving  
Co., Ltd.—\$10.

Soy Chee Cotton Spinning Co., Ltd.—\$10.  
Yahong Cotton Spinning Co., Ltd.—\$10.  
Tobacco Planting Co., Ltd.—\$10.  
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Benjamin, Kelly & Potts (Share Brokers.)  
Telephone Address—"Rialto."

## EXCHANGE.

Hongkong, 20th July.

ON LONDON, Telegraphic Transfer .....1/11

Bank Bills, on demand 1/11 1/16

Credits, 4 months' sight .....2/0

D'cents, 4 months' sight .....2/0

ON BRUNN, (demand) .....2/0

ON PARIS, Bank Bills, on demand .....2/0

Credits, 4 months' sight .....2/0

ON NEW YORK, Bank Bills, on demand .....2/0

Credits, 30 days' sight .....2/0

ON BOMBAY, Telegraphic Transfer .....2/0

On demand .....2/0

ON SHANGHAI, Telegraphic Transfer .....2/0

Private, 30 days' sight .....2/0

ON YOKOHAMA, T.T. ....44 per cent. prem.

Sovereigns, Bank's Buying Rate .....\$10.11

Gold Leaf 100 touch, per tael .....\$12.90

Bar Silver .....\$27 1/2 per cent. prem.

Dollars .....2 per cent. prem.

## VISITORS AT THE HONGKONG HOTEL.

Mr. J. A. Aiken

Mr. John Angus

Mr. J. Appenheimer

Mr. W. S. Bailey

Mr. J. F. Baird

Mr. J. Barlow

Mr. and Mrs. Beaton

Mr. W. J. Blackhall

Miss Borreda

Mr. and Mrs. A. H. Borden

Mr. E. Brisson

Mr. T. F. Bungdorff

Capt. Burnie

Mr. C. M. G. Burnie

Mr. J. B. Carpenter

Mr. and Mrs. F. W. Clark

Mr. W. Dalley

Mr. P. Dawson

Mr. A. H. Ellis

Mr. and Mrs. Fernandes

Mr. Albert Gave

Mr. G. E. Geim

Mr. and Mrs. G. Gibson

Capt. Goddard

Major and Mrs. Griffin

Mr. J. H. Grimes

Mr. A. L. Graywell

Mr. R. T. Hall

Mr. and Mrs. Hansner

and maid

Mr. G. Havers

Mr. Hillman

Mr. T. Howard

Mr. Wm. K. Hughes

Mr. W. P. Hurst

Mr. Jackson

Mr. and Mrs. Joseph

Mr. C. H. Kent

Mr. and Mrs. Klene

Mr. Kinghorn

Mr. J. Kirkwood

Mr. and Mrs. J. E. Lambie

Mr. and Mrs. A. H. Lambie

Mr. and Mrs. A. H. Lambie

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Mr. and Mrs. A. H. Lambie

Mr. and Mrs. A. H. Lambie

Mr. and Mrs. A. H. Lambie

## VISITORS AT THE WINDSOR HOTEL.

Mr. Juan Asierete

Mr. F. M. Bell

Mr. L. Bertholin

Mr. and Mrs. E. C. B.

Mr. W. Bray

Mr. Loper Brea

Mr. F. Birkels

Mr. Geo. F. Consey

Mr. A. de Elizalde

Mr. Clement Gochinco

Mr. A. Johnston

Mr. C. H. Kemp

Mr. and Mrs. Lochs

Dr. C. H. McKuley

Mr. W. Neuss

Mr. E. Ormachea

Mr. M. F. Fardo

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